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Stévadore.

Lighters and Steam Launches
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The Hongkong Telegraph

ESTABLISHED 1881.

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DODWEY & CO., LTD.
General Managers.

NEW SERIES NO. 1804, 日九月二年七十二精光

WEDNESDAY, APRIL 17, 1901.

三拜禮

號七十月四英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO KOBE.
NAGASAKI LONDON.
LYONS NEW YORK.
SAN FRANCISCO, HONOLULU.
BOMBAY SHANGHAI.
TIENTSIN NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £545,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent, per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent
" " 6 " 3 "

T. P. COCHRANE,
Manager.

Hongkong, 16th October, 1900. [15]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. | C. Evans, Esq.
Chow Tung Shing, Esq. | J. T. Lauts, Esq.

Chief Manager—
GEO. W. E. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [16]

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital £10,000,000

RESERVE FUND—
Sterling Reserve £10,000,000

Silver Reserve £3,000,000

RESERVE LIABILITY OF PROPRTORS. £10,000,000

Court of Directors:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.

A. Haupt, Esq.

J. M. Moses, Esq. | N. A. Siebs, Esq.

A. J. Raymond, Esq. | H. W. Slade, Esq.

R. L. Richardson, Esq. | H. E. Tomkins, Esq.

P. Suchse, Esq. | Paul Witkowski, Esq.

Chief Manager—
Hongkong—Sir THOMAS JACKSON.

MANAGER:
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum, on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent per Annum.

For 6 months, 4 per cent per Annum.

For 12 months, 4 per cent per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 9th April, 1901. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT per annum.

Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 13TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON PEKING.

CHEFOO PENANG.

CHINKIANG SINGAPORE.

CHUNKING TIENSIN.

HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

5% per Annum Fixed Deposits for 3 months

6% " " 6 "

12% " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

55.00 lb Cask of 375 lbs. Net ex Factory.

63.00 lb Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

[10]

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
MARSEILLE	Candia	A. W. Symes, R.N.R.	10 A.M., 18th April.	Freight only.
and LONDON				
S'HAI & JAPAN	Ceylon	W. Hayward, R.N.R.	About 20th April	Freight or Passage.
SHANGHAI	Ballaarat		About 27th April	Freight or Passage.
LONDON	Canton	C. F. Lockstone, R.N.R.	About 18th May	Freight or Passage.

PASSENGER SEASON, 1901.

S.S. "SOBRAON"	7,382 tons	April 27th	MARSEILLE and LONDON (Direct).	WITHOUT TRANSHIPMENT.
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(See Special Advertisement)

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

[15]

Hongkong, 15th April, 1901.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

[10]

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK-SEA AND BALTIc PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Also
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

WEDNESDAY, 1st May.

WEDNESDAY, 15th May.

WEDNESDAY, 29th May.

THURSDAY, 13th June.

THURSDAY, 27th June.

THURSDAY, 11th July.

THURSDAY, 25th July.

THURSDAY, 8th August.

THURSDAY, 22nd August.

THURSDAY, 5th September.

THURSDAY, 19th September.

WEDNESDAY, 3rd October.

WEDNESDAY, 10th October.

WEDNESDAY, 17th October.

WEDNESDAY, 24th October.

WEDNESDAY, 31st October.

WEDNESDAY, 17th November.

WEDNESDAY, 24th November.

BAVARIA.

STUTTGART.

KONG ALBERT.

PRINCESS IRENE.

PRINZ HEINRICH.

PREUSSEN.

HAMBURG.

HAMBURG-Amerika Linie.

SACHSEN.

KIAUTSCHOU.

Hamburg-Amerika Linie.

BAVARIA.

STUTTGART.

KONG ALBERT.

PRINCESS IRENE.

PRINZ HEINRICH.

PREUSSEN.

HAMBURG.

HAMBURG-Amerika Linie.

SACHSEN.

KIAUTSCHOU.

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To-day's
Advertisements.THEATRE ROYAL,
CITY HALL, HONGKONG.UNDER the Direction of Mr. ROBERT
BROUGH.
Representative—Mr. ALLAN HAMILTON.TO-NIGHT,
(WEDNESDAY), APRIL 17TH.THE
BROUGH COMEDY CO.
BROUGH COMEDY CO.
BROUGH COMEDY CO.

LAST NIGHT!

LAST NIGHT!

OF THE

"TYRANNY OF TEARS"**"TYRANNY OF TEARS"****"TYRANNY OF TEARS"**A Comedy in Four Acts, by C. HADDON
CHAMBERS.

TO-MORROW,

(THURSDAY) AND FRIDAY,

April 18th and 19th.

FIRST PRODUCTION IN HONGKONG

OF

"THE LIARS"**"THE LIARS"****"THE LIARS"**

An Original Comedy in Four Acts, by HENRY ARTHUR JONES.

SATURDAY AND MONDAY,

April 20th and 22nd.

FIRST PRODUCTION IN HONGKONG

OF

"THE GAY LORD QUES"**"THE GAY LORD QUES"****"THE GAY LORD QUES"**An Original play in Four Acts, by ARTHUR
W. PINERO.

PRICES AS USUAL.

Boxes \$1.50
Dress Circles and Stalls 3.00
Pit 2.00
Back Seats 1.00
Doors open 8.30. Curtain 9 P.M.
Carriages 11.30.
Late Trams 15 minutes after Performances.
Hongkong, 17th April, 1901. [433c]THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

T HE Company's Steamship.

"PERLA"

Captain R. W. Almond, will be despatched as
above TO-MORROW, the 18th instant, at 5 P.M.
The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with the
Electric Light and is supplied with a Refrigerating
Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMEY & Co.,
General Managers.

Hongkong, 17th April, 1901.

[433c]

Entimation.

A. S. WATSON & Co.,
LIMITED.WATSON'S
HYGIENOL.
(Registered).A POWERFUL DISINFECTANT,
GERMicide, ANTISEPTIC
AND DEODORIZER.RECOMMENDED BY THE MEDICAL
PROFESSION.CHEAP, HARMLESS CONVENIENT
AND EFFECTIVE.This DISINFECTANT possesses
all the good properties of Carbolic
Acid, but is IMMENSELY SUPER-
IOR in being NON-POISONOUS
—even in its concentrated form, thus
avoiding risk of accident—and in
the facility with which it mixes with
COLD WATER in any proportion.
In its diluted state it will not injure,
stain, or corrode the person, metals,
furniture, cotton, linen, or woollen
fabrics.WATSON'S
PURE CARBOLIC
SOAPswill be found most efficacious for the
prevention of contagious diseases of
all kinds.A. S. WATSON & Co., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

DEATH.
At No. 105 D, Orchard Road, Singapore, on
the 10th April, LOUIS RODECK, of Germany
(Grange), aged 48 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 17, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

NEW DISCOVERY OF GOLD.
LONDON, April 15th.
It is stated in Pietersburg that rich gold
reeds have been discovered at Murchiston
in the Murchison Range.

THE PLAGUE AT THE CAPE.

A GREAT EPIDEMIC.

Up to the present, 392 cases of plague
have occurred at Capetown, and 152 deaths.

SOMALILAND.

The Mad Mullah is collecting horsemen
to attack the British garrison at Burao,
8,000 have already joined him.

WEATHER REPORT.

The Observatory report says:—
On the 17th at 11.25 a.m. the barometer is
falling over China. Pressure is highest between the E. coast of China and W. Japan, and the depression has probably passed to the E. of Japan. Gradients slight for E. and S.E. winds
on the China coast, and in the N. part of the
China Sea. Forecast:—E. winds, moderate or
light; fair.

LOCAL AND GENERAL.

The China Gazette says that the big British
cruiser *Argonaut* is likely to try to go up to
Hankow as soon as the river is at its highest
level.The steamer *Zaber*, formerly well known here
as the P. & O. *Anconia* was wrecked near Mauri-
tius during a storm on the 1st March. Out of
ninety-three persons on board, twenty perished.WE understand that Admiral Seymour's orders
are for the British fleet to assemble at Wei-hai-
wei on June 22nd for the usual summer cruises
and exercises, of which latter Wei-hai-wei will
be the base,—unless something occurs to
change the present programme.Mr. M. D. O'Leary, of the *Siamese Free Press*,
was committed for trial on the 4th inst. on a
charge of criminal libel brought against him by
Nai Poh, a Bangkok Police Inspector, with respect
to an article which appeared in the above paper on 13th March. Bail was fixed at
Tcs. 1,000.JAMAICA negroes, said a lecturer at the Imperial
Institute recently, have a remarkable
genius for carrying all manner of things on
their heads. Once a contractor, to facilitate
road-making, provided his native labourers with
wheelbarrows. These also they preferred to
carry on their heads.We shall be obliged if any subscriber on
receiving his paper late or irregularly, will
write on the wrapper of the paper the time of
delivery, etc., and forward the wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery coolies.PERAK is the place for unemployed young men
to seek a livelihood! An advertisement ap-
pears in the columns of their paper offering
the princely salary of \$360 per annum for a
clerk and steward. When there are such offers
as this knocking about what wonder that
energetic youths leave their native land and
seek employment in foreign parts!IT seems that the Queen of Holland is about
to lose her husband for a short time. Prince
Henry has consented to visit the Dutch
colonial possessions in the Far East, where the
Achinese, after sporadic fighting for nearly half
a century, are believed to have been at last
subjugated. Preparations for the journey are
already being made, and the Prince Consort
expects to start about June. The tour will last
about three months. The Dutch colonies have
not been visited by any member of the reigning
house since the late King's sailor brother
went out.NUMISMATISTS will be interested to learn that
the Mint marks on French coin are about to
be re-established. When there were mints in
several of the great French towns, the money
issued by each was distinguished by a letter or
some other conventional mark; the letter A
being reserved for the Paris mint. When all
the coining operations were centralised in
Paris the marks were suppressed as useless.
The motive put forward by the Monetary
Commission for the revival of the marks is
that they may assist in the detection of counterfeit
coins. They will be changed at irregular
periods, and may be a letter, a monogram or
a torch, or some other design.THE proposed memorial, says the *Pall Mall Gazette*, to Prince Christian Victor, who died
of fever at Pretoria, is to take a form which
should commend it to every one. The Prince
was an earnest and most promising soldier,
who took the keenest interest in his work and
in the men who served with him under the
colours. It is proposed, therefore, to raise a
fund to endow as many beds as possible in the
Princess Christian Cottage Homes for Dis-
abled Soldiers and Sailors, which are now being
established throughout the country. The
Prince Christian Victor beds would be reserved
for those who have been disabled in the South
African war. It is known that Queen Victoria,
who dearly loved her grandson, was much
pleased with this proposal, and gave it her
keenest assent. Since then she also has
passed away, but it is resolved that the scheme
shall be proceeded with.WATSON'S
PURE CARBOLIC
SOAPswill be found most efficacious for the
prevention of contagious diseases of
all kinds.A. S. WATSON & Co., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

MR. CHATER'S NEW RECLAMATION SCHEME.

In response to the invitation of the Hon. C. P. Chater, C.M.G., to the owners and agents of the Praya, fronting the sea, situated in the Wan-chai District from Arsenal St. to Causeway Bay, to meet and consider the proposals embodied in his correspondence with the Government, recently published, for a reclamation of foreshore within the limits above mentioned, and to pass a resolution on the subject; above twenty-five owners and agents met this afternoon at 3 o'clock in the Chamber of Commerce Room, in the City Hall.

Mr. Chater presided and addressed the meeting by reciting at length his reason for calling the same, and why in his opinion the Government's proposition was a good one and should be accepted by all present interested in the welfare of the Colony. He spoke for about 15 minutes and when he had finished sat down amidst applause.

The Hon. J. J. Keswick then rose and expressed, for all present, their interest in Mr. Chater's remarks, stating further that the scheme proposed should commend itself to all as it would result advantageously to Hongkong and that he hoped and believed it would be carried on. He presented the following resolution, which was seconded by Mr. A. J. Raymond and carried nem con:

Resolved that the proposals for the Wan-chai Reclamation embodied in the correspondence between Mr. Chater and the Government, published in the local papers, be accepted in principle and that Mr. Chater is hereby authorised to forward this Resolution to the Colonial Secretary.

Mr. Moses then proposed the following Resolution which was seconded by Mr. Maitland and confirmed nem con.

Resolved that the holders of lots fronting the sea authorize the Government to proceed forthwith with the preliminary surveys and plans and undertake to contribute in proportion to their marine frontage to the expenses incurred by Government:

The meeting then adjourned.

THE BROUH COMPANY.

Once more we welcome the Brough Company to Hongkong after an absence of three years. In the East we seldom get an opportunity of hearing and seeing such an excellent performance as that which was given last night, to a crowded house.

The piece, "The Tyranny of Tears," a four act comedy by Haddon Chambers, is full of bright dialogue and clever satire, with some real pathos. It is the story of domestic difficulties of a popular author, by name Clemens Parbury (Mr. Brough), who has had to give up most of his pleasures and all his friends owing to his wife's jealousy. Being a busy man with a large correspondence, he has engaged a secretary, lady who is young and by way of being strong minded. This lady is surprised by Mrs. Parbury (Miss Grace Noble) in the act of kissing Mr. Parbury's photograph. Mrs. Parbury, a young and beautiful, but very selfish and jealous woman, is so enraged at what she has seen, that she insists on the secretary leaving the house at once. This the secretary does, and the maid, Mrs. Parbury enters. Her wife tells him that she is quite satisfied with her position and does not wish to resign her post. It is at this juncture that an old friend of Mr. Parbury's, George Gunning, whom he has not seen for over five years, comes to call. To him, in the course of a long talk over old times, Mr. Parbury tells the story of his unfortunate dispute with his wife. Gunning, a blase and cynical man of the world, is very anxious that his chum Parbury should come for a short yachting trip with him. When this project is proposed to Mrs. Parbury, and, in the absence of Mr. Gunning, she is told that the invitation does not include herself, she as usual has recourse to tears, and also as usual her husband, rather than continue the scene, gives up the project. Later, Mrs. Parbury, convinced apparently that her husband does not love her, in the course of another discussion about her, declares that either the secretary or herself shall leave the house for ever, never thinking that her husband would permit her to do so.

He, thinking it only a threat which she will not think of carrying out, and quite ignorant of the cause of her dislike for the secretary, politely states that the secretary shall remain. That night Mrs. Parbury's father, Col. Armitage (Mr. Reginald Dartry), is dining with them, and his daughter tells him of her decision to leave her husband. He, thinking that it is only a slight lover's quarrel which will blow over, takes her away with him. When Parbury and Gunning are breakfasting, principally on champagne, owing to a late sitting the night before, the Colonel turns up and, during a temporary absence of Parbury, informs Gunning of his daughter's presence in another part of the garden, and enlists Gunning's help in order to set matters right. He then calls his daughter and leaves her and Gunning together.

Gunning, who has been much struck by the sense and capabilities of Miss Woodward proceeds to try and mend matters. He succeeds in so far as to induce Mr. Parbury to go away and return late.

Mr. Parbury then enters and Gunning, suffering from Miss Woodward's reputation, induces Mr. Parbury to consent to Miss Woodward's impending departure. That afternoon, when the secretary is sitting in the study sorting papers prior to her departure, Mr. Gunning proposes to her and is, after much demur accepted. This clears the atmosphere and a reconciliation follows between husband and wife.

The most difficult part in the piece, to our thinking, that of Miss Woodward fails to Mrs. Brough. It is so easy to overdo a part of this kind, and Mrs. Brough never makes the slightest mistake. Her acting is so natural and her enunciation is delightful. Miss Noble, as Mrs. Parbury, is very good and her last scene alone with Miss Woodward is a really excellent piece of acting. Mr. Brough, as Mr. Parbury, is of course good. He has a very pleasant voice and his scene with Mrs. Brough when the secretary is given her dismissal is full of pathos.

Mr. Lovell, as George Gunning, is also excellent and his good-humoured cynicism is most amusing; his best scene is perhaps that in which he proposes to Miss Woodward.

The Prince Christian Victor beds would be reserved for those who have been disabled in the South African war. It is known that Queen Victoria, who dearly loved her grandson, was much pleased with this proposal, and gave it her keenest assent. Since then she also has passed away, but it is resolved that the scheme shall be proceeded with.

The proposed memorial, says the *Pall Mall Gazette*, to Prince Christian Victor, who died of fever at Pretoria, is to take a form which should commend it to every one. The Prince was an earnest and most promising soldier, who took the keenest interest in his work and in the men who served with him under the colours. It is proposed, therefore, to raise a fund to endow as many beds as possible in the Princess Christian Cottage Homes for Disabled Soldiers and Sailors, which are now being established throughout the country. The Prince Christian Victor beds would be reserved for those who have been disabled in the South African war. It is known that Queen Victoria, who dearly loved her grandson, was much pleased with this proposal, and gave it her keenest assent. Since then she also has passed away, but it is resolved that the scheme shall be proceeded with.

The scenery was charming, especially the garden scene in the third act.

There is another performance if this clever comedy this evening.

THE TYRANNY OF TEARS.

A Comedy, in Four Acts, by C. HADDON CHAMBERS.

CAST OF CHARACTERS:

Mr. Clement Parbury Mr. Brough.

George Gunning Mr. Lovell.

Colonel Armitage Mr. Reginald Dartry.

Mrs. Clement Parbury Miss Grace Noble.

Caroline Miss Gillies Brown.

Miss Clara Woodward Mrs. Brough.

SYNOPSIS OF SCENES.

Act I.—Mr. Parbury's Study. Hampstead, Afternoon.

Act II.—Mr. Parbury's Study. The Evening of the Same Day.

Act III.—Mr. Parbury's Garden. The Next Morning.

Act IV.—Mr. Parbury's Study. The Present Day.

Title—The Present Day.

The scenery was charming, especially the garden scene in the third act.

There is another performance if this clever comedy this evening.

THE MISSIONARY QUESTION.

MR. ALEXANDER MICHEL'S LECTURE.

Yesterday evening in the St. Andrew's Hall, City Hall; a lecture on the above subject was delivered under the auspices of the Hongkong Odd Volumes Society, by Mr. Alexander Michie, the chair being taken by H. E. the Governor. The audience was a large and representative one and included Lady and Miss Black.

His Excellency the Governor said that those present had been invited to hear a lecture from Mr. Alexander Michie, who represented no introduction to any Far Eastern audience, as his literary reputation was so well known, and his last brilliant work, "An Englishman in China," was now being devoured with avidity by everybody who could beg, borrow, or buy a copy. The subject of the lecture was the political obstacles to missionary work in

THE HONGKONG TELEGRAPH, WEDNESDAY, APRIL 17, 1901.

THE YOKOHAMA SPECIE BANK, LIMITED.

(Yokohama Shokin Ginko)	
31st December, 1900.	
BALANCE SHEET.	
Liabilities.	Y.
Capital paid up.....	18,000,000.00
Reserve Fund.....	8,130,000.00
Reserve for Doubtful Debts	233,093.250
Reserve for New Building	31,543.110
Deposits (Current, Fixed, etc.)	52,976,953.960
Bills Payable, Bills Rediscounted, Acceptances, and other sums due by the Bank	71,187,731.564
Dividends Unclaimed	4,004.230
Amount brought forward from last Account	163,605.052
Net Profit for the past Half-year	1,500,623.558
	Yen 152,603,634.724
Assets.	
Cash Account—	Y.
In Hand.....	5,819,806.20
At Bankers.....	6,123,146.310
Investments in Public Securities	23,860,188.550
Bills discounted, Loans, Advances, &c.	45,104,751.710
Bills receivable and other sums due to the Bank.....	70,916,172.414
Bullion and Foreign Money	173,405.870
Bank Premises, Properties, Furniture &c.	60,589.250
	Yen 152,603,634.724
PROFIT AND LOSS ACCOUNT.	
To Current Expenses, Interest, &c.	Y.
To Reserve Fund	4,118,000.802
To Dividend	180,000.000
Yen 6,500 per Share for 120,000 Old Shares—yen 780,000.000 and Yen 3,250 per Share for 120,000 New Shares—yen 390,000.000	1,170,000.000
To Balance, carried forward to next Account	404,338.610
	Yen 5,972,348.502
By Balance brought forward 31st Dec., 1899	Y.
By Amount of Gross Profits for the Half-year ending 30th June, 1900	163,605.052
	Yen 5,972,348.502
We have examined the Accounts in detail, with the Books and Vouchers of the Bank and the Returns from the Branches and Agencies, and find them to be correct. We have further inspected the Securities, &c., of the Bank, and also those held on account of Loans, Advances, &c., and find them all to be in accordance with the Books and Accounts of the Bank.	
SHINNOU TAJIMA, FUKUSABURO WATANABE, Auditors.	
THE PLAGUE.	
Number of cases reported { Chinese 113 up till noon of the 16th Other Asiatics 2 April, 1901. { Europeans 0	
Number of cases reported { Chinese 4 during the past 24 hours Other Asiatics 0 { Europeans 0	
Total number of cases reported to date 119	
Number of deaths reported { Chinese 111 up till noon of the 16th Other Asiatics 0 { Europeans 0 April, 1901. { Europeans 0	
Number of deaths reported { Chinese 5 during the past 24 hours Other Asiatics 0 { Europeans 0	
Total number of deaths recorded to date 116	
SMALL-POX.	
Number of cases reported { Chinese 51 up till noon of the 16th Other Asiatics 7 April, 1901. { Europeans 10	
Number of cases reported { Chinese 0 during the past 24 hours Other Asiatics 0 { Europeans 0	
Total number of cases reported to date 68	
Affairs in the North. (From Our Own Correspondent.)	
TIENTSIN, April 3rd.	
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The condition of Tientsin is getting worse. Every steamer brings up men and women of the lowest type and the result is groshops and low houses of all descriptions, and the sale of the vilest possible concoctions in the guise of spirits. If the Military Authorities, British and German, would co-operate, this state of things might be regulated to a very great extent; but as it is seems inevitable that serious trouble will ensue. These groshops attract the French, there being none down their end, and as their officers have virtually no control over them, and their leave is very elastic it is not to be wondered at that brawls and violence result. I hear that many disreputable females have recently been evicted from Hongkong.	
Nothing definite is known yet about the Manchurian Treaty but its ratification is supposed to have been postponed in consequence of the strong representations made by the Chinese and Foreign Powers on the subject. Russia has meanwhile altered some of the clauses to make the convention a little less objectionable, but if there is any backbone in our protests at all this will not affect the question much. I hear the clerical staff of the Six Boards in Peking have been sent to Hsian, which does not suggest any preparation to return.	
The Cossacks gave a very interesting exhibition of horsemanship here the other	
out any further delay. The route will be by way of Honan province and then in a north-east direction to Chihli, bringing up at Pao-tung. It is also stated that due official notice has been given to the authorities along the route of the Imperial Consig.	
"We Killed the Head."	
The <i>Sin Wan Pao</i> has received a letter from Hsian to the effect that the Peking Board of Civil Office is disputing for honours with the Peking Board of Civil Office. The Pekings claim that they stand behind, and if they had not, there would have been no one to guard the ancestral temples. The Hsians claim they have more right to reward, for they fled with the Court and shared their sufferings in exile. The editor bases his leader on this information. He claims that both parties are in fault, and neither of them can lay the least claim to any merit and therefore their whole claim to any reward is a shameless proceeding. In instance, when the house is falling, the swallows under the eaves should not quarrel over the nests! Yet that is what these wretched officials are doing. Those who did not run away cared not for the interests of the Empire. The fact was that they had hidden treasures which they could not carry off and which they were unwilling to abandon. And yet they expect now, when they get a chance, to run back to Hsian and pose as martyrs for their country's good. Truly a scienceless lot without any feeling of shame!	
How to Reach the Masses.	
A remarkable step has been taken recently in Hangchow. The whole city has been placarded with bills, giving all the provisions of the Russian Convention, concluding with a recital of Russian misdeeds against China. This has not been done by the officials but by the people and in the absence of a universal read press it is a capital plan to rouse public feeling. The walls hitherto have been used for anti-foreign placards full of lies regarding their private life. Now a national question published broadcast. If only this were done everywhere in China, public education on national questions would be advanced and the masses roused from their apathetic lethargy. The heading of the placard is "The United wrath of the world (China)!" Great excitement prevails on account of these placards.	
The Filth of Peking.	
The <i>Hu Pao</i> says that it was like a pigsty before the coming of the Allies. Notwithstanding that there were officials drawing money for roads and drains, the city was indescribably dirty and the officials did nothing but draw the money for their own use. What the Chinese could not do in two hundred and fifty years of miracle, the Allies have done in a few months. The place is now cleaned. Public conveniences have been provided and the old familiar sights are no longer permitted. One would like to see what state the streets will be in six months after the troops retire. We fear "the sow will return to her wallowing in the mire."	
Root Them Out.	
It seems that Chang Chih-tung, with fatherly care over his military students, recently assigned them themes in which they were to show up the crimes of a Shanghai Patriotic Society. The <i>Gazette</i> says the students wrote the essays but there was a wonderful lot of baldness as the result, the students intentionally writing so as to defeat the Viceroy's purpose! In this connexion the Viceroy telegraphed to Japan that of the Hupeh students sent to Japan to study, there were three against whom he had evidence of rebellious designs against their country. The Japanese Minister replied that these three were very clever and upright and he considered the evidence was baseless. He therefore refused to surrender them into the hand of the Viceroy. The Viceroy also sent a telegram to the Viceroy of Canton, asking him to arrest three chief men who were wanted on a charge of sedition. But the Mo wrote a soothing reply, and at the same time wrote a letter to the Chinese Consul at Singapore, asking him to exhort those men to repentance. They are supposed to be hiding there.	
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The Dalai Lama's Intrigues.	
The <i>N. C. D. News</i> thinks that there seems to be some misapprehension with regard to the rumour that the Dalai Lama or Buddhist Pontiff of Tibet had last year sent a special Embassy with tribute to the Russian Court, in return for which the Buddhist Ambassador had been rewarded with many bars of solid silver, gold ornaments, and precious stones, etc. It appears that the real personage who has done this is the Metropolitan or Patriarch of the Kalkha Mongols, whose headquarters are at Uriga (K'ulun or Kunun), Outer Mongolia, where the borders of the Chinese Empire touch those of the Russian. This Buddhist Metropolitan stands third in the Lama hierarchy, the first being, of course, the Dalai Lama at Lhasa, Central Thibet; the second being the Panshen Lama or Joint Pontiff, who is head of the "Red Sect" Lamas, who take their name from the colour of their vestments, in contradistinction to the "Yellow" sect who are specially under the Dalai Lama. The Panshen Lama's capital is some 700 miles further west, towards the British frontier of India. The third Saint of the Lamas is the subject of this note, whose personal name of "Dalai" may perhaps have been the cause of taking him to be the Dalai Lama himself.	
The Dead Patriot.	
The <i>Universal Gazette</i> states that the coffins containing the remains of the patriotic Ministers who were executed by orders of Prince Tuan, and his Boxer Associates last July, at Peking, namely those of the late Hsu Ching-cheng, Yuan Ch'ang, and Hsu Yung-yi, were expected to arrive in Shanghai on the 12th per <i>Fung-shan</i> , en route to their last resting-places in Chekiang province.	
The Return to Peking.	
Tientsin native papers report that the Court at Hsian has now decided to start on its return journey to Peking on the 7th of May next with	
THE ROYAL RECEPTION AT SINGAPORE.	
The Committee for the presentation of addresses to His Royal Highness the Duke of Cornwall and York have arranged to gather together as large and representative a choir as the limited space in the Town Hall will accommodate. In furtherance of this scheme, Church Choirs and singing Societies have been invited to join in forming the chorus.	
A DOUBLE MURDER IN SINGAPORE HARBOUR.	
A dark tale of a double murder, committed in the harbour early on Tuesday morning, has just come to the knowledge of the police, says the <i>S. F. Press</i> of 10th instant.	
It appears that on Monday evening, two Chinese detectives and an informer proceeded out into the harbour in a sampan on detective work. They moored alongside some twonks, not far from the <i>S.S. Teresa</i> . About one o'clock on Tuesday morning, two shipmen, each containing five men, approached the boat in which were the detectives, and at once commenced to savage assault all three men.	
Tientsin, though used to weather, has had a really unique experience in a combined mud and snow fall. Some three inches of snow fell yesterday accompanied by mingled with mud. For two days previously the sky had been yellow with dense dust and the snow evidently had to penetrate this strata before it reached earth, and thus we had the two together.	
THE CANTON VICEROY ON REFORM.	
The <i>Sin Wan Pao</i> has received a letter from Hsian to the effect that the Peking Board of Civil Office is disputing for honours with the Peking Board of Civil Office. The Pekings claim that they stand behind, and if they had not, there would have been no one to guard the ancestral temples. The Hsians claim they have more right to reward, for they fled with the Court and shared their sufferings in exile. The editor bases his leader on this information. He claims that both parties are in fault, and neither of them can lay the least claim to any merit and therefore their whole claim to any reward is a shameless proceeding.	
THE THRONE MEMORIALIZED.	
Tao Mo, Viceroy of Canton, has, says the <i>Shanghai Mercury</i> , prepared a memorial upon Reforms in which he deals very thoroughly with the question. He however fears that the people's knowledge is not yet great enough to comprehend or carry out the lofty conceptions which he has formed. We here note a difficulty inherent in the vast schemes frequently propounded. China is not prepared to carry them out, unless they to some extent gain the assent of the people, who, after all, can only be led along the paths of reform at a very moderate pace. These elaborate paper schemes give scope for the talents of the proposers and dazzle the eyes of the Western nations. But something smaller and less ambitious carried out with sincerity will most likely bear more fruit than lengthy memorials.	
THE KWANGPING MYSTERY.	
EXHUMATION OF THE BODY.	
A STARTLING DISCOVERY.	
SHANGHAI, 12th April.	
The remains of Capt. Clemens were exhumed this morning and a post mortem held by Drs. Marshall and von Schatz at the Mortuary. This afternoon the British and German Consular authorities went on board the <i>Kwangping</i> to view the cabin where the tragedy is said to have occurred. An inquest will be opened at 9 a.m. to-morrow at the German Consulate.	
It was found by the doctors that the bullet had not entered by the mouth, but through the left cheek, about an inch below the eye, a fact which is startlingly incompatible with the statement that the unfortunate captain was found lying with the bed clothes tucked up round his neck and hands firmly clenched in the rifle, the muzzle of which was to deceased's mouth. It certainly goes to weaken the theory of suicide; but as the whole case will be investigated so soon, we make no further comment or speculation.— <i>China Diplomat</i> .	
But of all the Russian Statesmen surely Lamsdorff takes the rink; A name to frighten babies with; that makes you keep awake; A Diplomat par excellence, out-diplomating all;	
A first-rate name to conjure with—a downright—wachercall.	
Who enters his compartment henceforth abandons hope; For with Count Lamsdorff's "statesmanship" no man need try to cope; Even though before you enter you feel quite up to it, Ten minutes' conversation means an apoplectic fit.	
So arguments are futile. If you come beneath his thumb, Take an ample dose of strychnine and a "through" for kingdom come. Better this—I'm sure you're with me—and make a swift exit; Than a talk with Mr. Lamsdorff and an apoplectic fit.	
Juggernaut in S. F. Press.	
THE PHILIPPINES.	
REPORT OF PEACE MANIFESTO BY AGUILARDO.	
MR. MCLEAVY BROWN STANDS FIRM.	
ON THE COREAN CRISIS.	
THE COREAN CRISIS.	
REPORT OF PEACE MANIFESTO BY AGUILARDO.	
IT is now regularly stated, says the <i>Manila Times</i> of 10th instant, that Aguilardo has signed a "manifesto" to the Filipino people, calling upon them to acknowledge the sovereignty of the United States, and stating his belief in the good-will of the American government towards the unfortunate people so long dominated by a government incapable of giving them the liberty so ardently desired. He calls upon the people through this proclamation, to cease fighting an unequal war, to return to the paths of peace, and to place no further obstacles in the way of a complete pacification of the archipelago. He acknowledges the power of the United States, and the incapacity of the Filipino government to lead its people into the Promised Land of an ideal republic.	
The proclamation is not without its lessons to the people who have so long looked up to Aguilardo as the incarnation of all that was wise and good. It shows them that man is not infallible, and that when a wise man sees his error, the wisest thing to do is to retract that error.	
Among those who had great weight with Aguilardo in gaining his consent to this step, so important in its future results to the whole Filipino people, were Sires Pedro A. Paterno, Leon Guerrero, Hugo Ilagan, and Cecilio Velarde, as well as D. Venancio Conception, who went yesterday to confer with his old chieftain.	
The manifesto will probably be published this morning and the complete accession of the Filipino people will soon follow as a matter of course.	
We fear that this is only a "probability." All accounts of Aguilardo point to his being a man of strong will and tenacity of purpose, and it is very improbable that he has been talked over.— <i>Ed. H. K. T.</i>	
A SUBSTITUTE FOR COAL.	
It is reported that a workman named Montag in the Hemphill dye and soda factory, near Mannheim, Germany, has invented a substitute for coal which costs about 25 cents per 220 pounds to manufacture. The process is described by A. L. Frankenthal, United States Consul at Berlin, in the <i>Advance Sheets of Commercial Reports</i> , issued by the Government as follows:	
"Peat is the basis, with addition of certain chemicals which, up to the present, are the secret of the inventor. Parties who have seen the product, burn say that it gives a great heat, burns with a bright flame, and leaves no slag and only a small quantity of white ash. Certain Mannheim capitalists have tried to obtain the secret from the inventor by offering him a position as director in a company to be established, giving him a salary of \$4,000 and two per cent. of the net profits; but he has refused this offer, because he wants to control the sale of the invention himself. Capitalists now claim that Montag asks too high a price. Mr. Gehrig, the secretary of the Mannheim Chamber of Commerce, has, it is said, undertaken to procure the necessary means to commence the manufacture of the article in partnership with the inventor. They have bought 25 acres of peat land and have bonded 125 more in the vicinity of Hockenheim, where they will erect the necessary buildings, large enough to keep several hundred men at work. It is figured that the daily output will be 60 tons. It is said that the peat is thoroughly dried, ground by a machine, mixed with the chemicals, and pressed into brick shape."	
COREAN NEWS.	
RECRUDESCENCE OF THE TONG-HAK REBELLION.	
SEOUL, 5th April.	
Native papers state that the Emperor of Corea took three thousand shares in the projected "Seoul Fusen Railroad" and the Crown performed in the Public Gardens and residents expected a treat, as it was a general day. The grounds and nearly all the seats were, however, almost entirely monopolized by French troops and promenading was out of the question, and ladies and officers had to do the best they could. This is the sort of thing that has to put up with the French, but none of the other troops give any trouble whatever.	
Native papers that opium smoking is being indulged in by a considerable number of the Korean soldiers and active measures are being taken to put a stop to it.	
The Korean Government has been invited to make an exhibit at the International exhibition which is to be held this year in Scotland. But this has been refused.	
A report from Ping Yang province says that there is a recrudescence of the Tong-Hak trouble there but it is said that the local authorities are putting it down with a strong hand.	
Mr. Cho Min-heui has been appointed Minister to United States, Mr. Kim Mansu Minister to France, Mr. Ming Yung-dong Minister to England and Italy, Yi Pom-jin Minister to Russia, and Min Chu-hun minister to Germany.	
The Korean Ministers to America, England, Italy, France and Germany will start for their posts on the 10th of April.	
On the 27th ulto. a leopard came down into the ground of the old palace and killed a tame deer. Over one hundred soldiers were sent to capture the animal, which they did after an exciting chase.— <i>New Press</i> .	
NOT AN D A CALENDAR.	
Meteorological means based on ten years observations to 1893.	
Barometer..... 30.059	
Thermometer..... 62.0	
Humidity..... 85.0	
Rainfall..... 10.0	
TO-DAY.	
WEATHER REPORT.	

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

	DESTINATIONS.	SAILING DATES.
STEAMERS.	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	FRIDAY, 19th April, at Daylight.
SANUKI MARU.....	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 19th April, at Noon.
W. Townsend.....	HAMA VICTORIA, B.C. and SEATTLE U.S.A., VIA SHANGHAI, MOJI, KOMEKOJI AND YOKOHAMA.	FRIDAY, 19th April, at 4 P.M.
KASUGA MARU.....	MOJI, KOBE and YOKOHAMA.	TUESDAY, 23rd April, at Noon.
E. W. Haswell.....	KOBE and YOKOHAMA.	FRIDAY, 26th April, at Daylight.
IDZUMI MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 26th April, at Noon.
W. J. Currow.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND and TOWNSVILLE AND BRISBANE.	FRIDAY, 26th April, at 4 P.M.
HIROSHIMA MARU.....		
S. Yoshihawa.....		
SHINANO MARU.....		
G. E. P. Cook.....		
KAGOSHIMA MARU.....		
K. Kori.....		
YAWATA MARU.....		
A. E. Moses.....		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

	DESTINATIONS.	SAILING DATES.
STEAMERS.	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	{ 3rd May. } Freight and Passage.
KONIGSBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	{ 26th May. } Freight.
Christiansen.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	{ 10th June. } Freight.
SEGOVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	{ 10th June. } Freight.
AMBRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	{ 10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 16th April, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on

TUESDAY, the 23rd April, at Noon, taking

Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

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officials in the service of China and Japan, and to Government officials and their families.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to

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Queen's Building.

GEORGE ECKLEY,

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

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Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 16th May, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Wednesday, 22nd May, at Noon.

S.S. "Captic" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Tuesday, 18th June, at Noon.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

DOCTOR and STEWARDESSES carried.

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THE HONGKONG TELEGRAPH, WEDNESDAY, APRIL 17, 1901.

COMPENSATION AND ACCIDENTS.

The Workmen's Compensation Act was being discussed inside and outside of the House of Commons, the argument was more than once advanced in the columns of *Fairplay* that the operation of such a law would infallibly lead to an increase in the number of non-fatal accidents. Human nature being what it is, such a result was inevitable. Under the old law of Employers' liability, the workman who chanced, let us say, to jam his thumb while engaged in his every-day employment did not figure as an "accident" from the Board of Trade point of view. Instead, he got his thumb banded, was probably given a lighter job for a few days, and said no more about it. Now, however, it is to his advantage to make the most of his little mishap. He finds that he is unable to work, because the Compensation Act makes his inability profitable; and he finds, also, that a little holiday at his employer's expense is not at all unpleasant. So his case becomes an "accident" as duly reported to the Board, and figures in the official returns, with the result that any innocent outside, comparing the casualty-list of to-day with that of pre-Compensation times, would be driven to infer that the "butcher's bill" of industrial England is increasing with horrible rapidity.

For it has happened just as was predicted. The fatal accidents remain almost stationary—except in China, a man does not usually expose himself to the risk of death for the sake of securing compensation. But the non-fatal accidents went up with a bound so soon as the Act became operative, and have continued to show an annual increase ever since. In 1896 the total number of fatal accidents was 4,151. A year later the number was 4,430, and after dropping to 3,998 in 1898, it rose to 4,458 in 1899, and, according to the Board of Trade report which has just been issued, to 4,821 last year. There is thus a difference of less than 700 between 1896 and 1900, and, when the exceptional "boom" in trade is taken into account, that difference is almost infinitesimal. For all practical purposes, therefore, the annual death toll remains very nearly stationary. With the non-fatal accidents, however, the case is altogether different. The grand total of accidents reported in 1896 was 57,472. Then the Factories and Workshops Act of 1895 got to work, and, with more stringent regulations as to notification, and more rigid inspection of factories, the total increased in 1897 to 63,905, an increase of a little over six thousand. The Workmen's Compensation Act, passed in 1897, did not come into operation until July, 1898. That year, therefore, was only affected by the Act for six of its twelve months; but, brief as was the period of its activity, the Act worked a marvellous change. The total of accidents for 1898 was no less than 79,860—an increase of nearly sixteen thousand over the record for 1897! So it has gone on since. The figures for 1899 are even more striking. The Act had got in a full twelve-month work, and the result was a total of 96,248—another sixteen-thousand increase, with a little to spare. Last year the growth was not quite so startlingly rapid. The grand total reached 104,358—not only a matter of eight thousand more than that of the previous year, but nearly twice the total of 1895.

Does anybody believe that this increase in the number of accidents is purely natural? The question, of course, is absurd; but the only alternative is that it is artificial—that it is produced by the Compensation Act, and that it is, therefore, more or less a fraud upon the employers. Further proof of this—if any further proof is needed—is furnished by study of that portion of the report which deals with accidents to railway servants. The total number of non-fatal accidents to employees of Railway Companies in 1896 was 13,990. In 1897 it was 14,284; in 1898 12,326; in 1899 15,391; while last year it was 15,866. In other words, the total accidents to railway servants remain almost stationary—the difference between 1896 and 1900, to take the two extremes, being less than two thousand. Why is this so? Well, the chief reason is simply that most of the Railway Companies have made an arrangement with their employees whereby the latter have "contracted out" of the Act. Then take the shipping industry, which, happily, is excluded from the operations of the Act. In 1896 the non-fatal accidents numbered 2,258; and, in 1897, 2,643; in 1898, 2,722; in 1899, 2,775; and last year, 2,472. Practically stationary in this case also. The moral is sufficiently obvious. The Compensation Act has, apparently, increased the number of accidents, and has added another burden to the load which the British employer of labour has to bear. In the direction of the prevention of accidents—the direction, that is to say in which lie the best interests of both employers and employed—it has not only done nothing, but has, even, it is probable, increased the natural recklessness of a certain sort of workman, who now feels that he can afford to be careless—within bounds.—*Fairplay*.

WARY GEESE.

Where the wild geese feed, writes "Rusticus," in *To-Day*, they leave the snow stamped in every direction with broad-arrow footmarks leading from clump to clump of rye grass in meandering lines, and each clump on the side free from snow is left sharp, close as with a scythe. Having thus helped themselves to as much of the farmer's green fodder as would have fed a herd of horses, they stand about sociably in groups and companies, each bird remaining on the same spot evidently for hours. Part of this time they employ in making their toilet, for the place is littered with the small feathers which they have discarded; and after that no doubt most of them sleep. But though they come here every winter, I have never met a person who has found a wild goose asleep. Nature knows better than to allow so large and edible a bird to leave its body about without a mind to take care of it. So the old ganders see to it that not so much as the tip of a human nose can break their skyline without instant alarm being given.

THE PRESS AND THE BENNETT TRIAL.

We have heard a good deal of the iniquities of a certain section of the Press in connection with the Bennett trial, says a writer in *To-Day*, but I do not know that the "crime investigators" have been unusually daring. After the murder of Miss Camp an innocent man was "detained" on suspicion, and the following day we were treated to sensational accounts of the bloodstains found on the man's clothes when he was arrested. As a matter of fact, the man was discovered by the police when he was, in bed. After a murder, any labouring man who in the course of his daily work cannot avoid getting bloodstains on his hands and clothes, is open to suspicion. After the Jack-the-Ripper trials, a sheathback gave notice to the police that a man wearing boots stained with blood came to have his boots cleaned. Inquiries were made, and it was found that the man worked in a slaughter-house. That case did not get into the paper.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Abeen, J.	Leon, C. de	Pirry, H.	NEW GOODS.
Agan, D.	Louda, Dr.	Fiske, E.	PLPLEY
Arias, D.	Lawlor, F. B. S.	Florey, J. S.	IN
Bittian, Mrs.	Lancaster, B.	Fox, F. (3)	HAND.
Brockenshire, F.	Moon, T.	Fatmacea (Bombay)	JAPANESE CURIOS.
Beal, Gunner J.	Martin, Miss E. G. O.	Felicie, Blaz.	
Bentram, C.	Martin, T.	Fosilane, A.	
Brown, J.	Minchin, D. J.	Ghous, Mohamed M.	
Bulfour, Mrs. M. B.	Moltby, M.	Goh Rikisabur	
Boyd, R. P.	Moorthouse, J.	Gedjhegan, N. M.	
Bannerman, J.	McKee, Rev. J. A.	Ghalibek, Fr.	
Beck, R. P.	McIntosh, J.	Ghan Khan	
Bennett, H.	Moore, Bishop	Gewani Singh, I.P.C.	
Burson, Chas.	Merry, Mrs. D. J.	Sultan Mahomed	
Bent, G.	Millar, A.	Smufas, H.	
Bryan, M. R.	Macklin, Miss	Sulaiman, A.J.	
Bergbrooki, C.	Menaché, L.	Sato, T.	
Bernedo, J. G. G.	Moore, J. W.	Sasseon, S.	
Cross, Miss	Morton, Capt. F. S.	Hans, Mrs. A. J. C.	
Carote, H.	Murphy, Mrs. F.	Stanford, Mrs. M.	
Cummins, J.	Marshall, S. E.	Holat, H.	
Collins, A. E.	Morre, H.	Hollister, G. K.	
Cohen, A. S.	Methfens, Mrs. R. C.	Hood, H. Singh	
Cream,	Marcus, T. R.	Hodges, Ed., Port	
Chambers, Capt. R.	Nicholson, H. J.	land (Maine), Re-	
C. H.	Nash, F.	turned	
Callisen, F. W.	Partridge, Dr. L. S.	Utu Singh, I.P.C.	
Candler, W.	Phillips, C. F.	774.	
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Chapman, W.	Pates, S.	Jamal Singh	
Cullinane, P.	Poernedo, J. G.	Jawala Singh, I.P.C.	
Carlidge, J.	Pausen, T.	Waiz Khan	
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Grant, W.	Stiller, J. E.		
Garis, H. L.	Stewart, A. H.		
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Gy, H. W.	Soualan, J.		
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Goodwin, L.	Shannon, Miss		
Georgeson, J.	Schllichting, Mrs.		
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Gutiérrez, B.	Saad, J.		
Gomes, J.	Spielder, L.		
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Hermon, H. V.	Triantafyllides, T.		
Hodgson, J. R.	Tredory, J.		
Harvey, F. L.	Thompson, A.		
Harris, A. C.	Townsend, A. M.		
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Handly, R. W.	Turney, A. P.		
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Hochefel, E. C.	Wernedo, G.		
Hachis, C. W.	Walker, H.		
Hobg, P. V.	Wilton, E. C. C.		
Hibberdine, W.	Wheatley, W.		
Hopkins, Rev. W. E.	Watson, H. G.		
H. K. Amateur Photo Club	Wegener, Dr. G.		
Hinderkoper, J.	Watson, J.		
Ingold, F.	Wickham, T.		
Janties, K.	Wickmann, F. W.		
Jones, Dr.	Wilds, D. W.		
Jones, c/o Council.	Wright, Capt. W.		
Jones, San B.	Watson, Dr.		
Johnson, J.	Wallace, F.		
Annote, G.	Walker, F.		
Karge, T.	Wenneb, O.		
Kervan, R. F.	Woods and Co.		
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Kirkpatrick, M. C.	Westrop, Miss		
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Intimations.

THE HONGKONG TELEGRAPH, WEDNESDAY, APRIL 17, 1901.

The Share Market.

LATEST QUOTATIONS

(April 17th):

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation.....	\$125	[buyers] 365 % premium
The Bank of China & Japan, Limited. (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited. (Deserted)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders..	£ 1	\$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$285 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$56 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Angtsze Ins. Assoc. Ltd.	\$ 60	\$130 buyers
Canton Ins. Office, Ltd.	\$ 50	\$160 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$325 buyers
China Fire Ins. Co., Ltd.	\$ 20	\$84 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$33½ buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$125 sales
China & Manila S.S. Co., Ltd.	\$ 50	\$62 buyers
Douglas Steamship Co., Ltd.	\$ 30	\$40 sales
China Mutual S. N. Co., Ltd.—(Pref.) ...	\$ 50	\$51 sellers
China Mutual S. N. Co., Ltd.—(O'ary)...	£ 10	£12 buyers
China Mutual S. N. Co., Ltd.—(O'ary)...	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$23 buyers
Shell" Transport & Trading Co., Ltd.	\$ 2½	\$8 buyers
Rositories.		
China Sugar Refining Co., Ltd.	\$100	[buyers] \$135½ sales and
Upon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Unjom Mining Co., Ltd.	\$ 8	\$6 sellers
Unjom Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Frs. 250	\$315
Queen Mines, Ltd.	25 cts.	10 cents
Lebu Mining and Trading Co., Ltd.	\$ 5	\$5
Hub Alian Gold Mining Co., Ltd.	75. 10d.	\$38 buyers
Livers Freehold Miner, Ltd. A	\$ 5	\$2½
Livers Freehold Mines, Ltd. B	\$ 5	\$1½ sales
Great Eastern & Canadian Gold Mining Co., Ltd.	\$ 5	10 cents
Do. (Preference)	8	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	270 buyers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$103
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 37½	\$63 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$ 30	\$22 sellers
Kwloon Land and Building Co., Ltd.	\$ 100	\$198 sellers
Hongkong Land and Building Co., Ltd.	\$ 30	\$28 buyers
International Cotton Mfg. Co., Ltd.	\$ 50	\$32 buyers
Hou-kung-mow Cotton Spinning Co., Ltd.	Tls. 100	Tls. 45
Hloong Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Hing Co., Ltd.	Tls. 100	Tls. 45
Cigar Companies.		
Chambray, Limited ...	\$500	200 % premium
Comercial, Ltd.	\$500	100 % premium
Ensignia Limited ...	\$100	par
Favorita	\$500	100 % premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$18½ ex div.
Ina-Borneo Co., Ltd.	\$ 15	\$36½ ex div.
S. Watson & Co., Limited	\$ 10	\$17 buyers
Atkins, Limited	\$ 10	\$10½ sellers
Hongkong Electric Co., Ltd.	£ 10	\$12½ sellers
Hongkong Electric Co., Ltd.	\$ 5	\$6½ sellers
Hongkong and China Gas Co., Ltd.	£ 10	\$130 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 30	\$157½
Co. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
Hongkong Ice Co., Ltd.	\$ 25	\$164 buyers
Hongkong High-Level Tramways Co., Ltd.	\$100	\$210 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Hill's Asbestos Eastern Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Ag'cy, Ltd.	\$ 4	38½ sales
Armichael & Co., Ltd.	\$ 20	\$7
Albion Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7 cum call
China Light & Power Co., Ltd.	\$ 20	\$20
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Hongkong, 17th April.	
CONDON, Telegraphic Transfer	1/114
" Bank Bills, on demand	1/17/16
" Credits, 4 months' sight	1/117
" D'ments, 4 months' sight	2/0
BERLIN, (demand)	M. 1.99
PARIS, Bank Bills, on demand	2.45
" Credits, 4 months' sight	2.50
NEW YORK, Bank Bills, on demand	.47
" Credits, 30 days' sight	.48
BOMBAY, Telegraphic Transfer	146
" On demand	147
HANGHAI, Telegraphic Transfer	72
" Private 30 days' sight	nom.
OKOHAMA, T.T.	3 1/2 % prem.
EGIONS, Bank's Buying Rate	\$10.20
Leaf 100 touch, per tael	52.50
Silver	27 1/2
rs	nom.
OPIUM QUOTATIONS.	
Hongkong, 17th April.	
Patna	\$935/937 1/2 per chest.
Benares	907 1/2/970
Malwa	820/30 per picul.
Malwa, paper tied	840/60
812 1/2/815	"
VESSELS IN PORT.	
Steamers.	
HEMNON, British steamer, 4,461, H. Nish,	CANTON, Staff-Surg. H.
3rd April.—Moji	CANTON, Mrs.
UTTERFIELD & SWIRE.	Lewis, Mr. M. C. C.
UICA MARU, Japanese steamer, 3,460, P.	Ross, Mr. John A.
U. GOING, 12th April,—San Francisco and	Volpicelli, Consul
HANGHAI 10th April, Mails and General.—	
S. VAN BUREN,	
KE MARU, Japanese steamer, 2,193, T.	
ASAKA, 15th April,—KUTCHINOTRU	
April, Coal.—MITSUI BUSSAN KAISHA	
NIAN, British steamer, 2,444, H. Mowatt,	
11th April,—Vancouver via Comox, Kobe	
and Moji 7th March, Timber and Flour.—	
C. P. R. CO.	
MOND, British steamer, 1,752, Wm.	
HUTTON, 13th April,—Moji 7th April, Coal.	
GIBB, Livingston & Co.	
KINNAM, British steamer, 1,876, A. W.	
COLE, 16th April,—Moji 10th April, Gene-	
ral.—DODWELL & CO., Ltd.	
NSIDE, American steamer, 1,400, A. H.	
LAFFIN, 14th April,—Manila 11th April,	
Cable.—Government.	
LES ROGIER, Belgian steamer, 1,291, C.	
IEFLURTH, 4th April,—SAIGON 9th April,	
RICO.—DODWELL & CO., Ltd.	

CHELYDRA, British steamer, 2,467, J. T. Davies, 9th April,—Calcutta 22nd March, General.—Jardine, Matheson & Co.

CHINA, German steamer, 1,119, P. Voss, 14th April,—Bangkok 8th April, Rice.—Harling & Co.

CHWNSHAN, British steamer, 1,281, J. F. Messer, 16th April,—Bangkok 9th April, Rice.—Bradley & Co.

CLAVERING, British steamer, -2,255, J. Barker, 30th Mar.,—from Port Natal, Ballast.—Dodwell & Co., Ld.

DAPHNE, German steamer, 1,291, Th. Nissen, 9th April,—Moji 4th April, Coal.—Siemssen & Co.

DECIMA, German steamer, 794, C. Christensen, 15th April,—Saigon 11th April, Rice.—Nam Wo.

EMPERESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 16th April,—Vancouver 25th Mar., and Shanghai 13th April, Mails and General.—C. P. R. Co.

DENBIGHSHIRE, British steamer, 2,488, H. W. Vyvyan, 16th April,—London 15th Feb., and Manila 13th April, General.—Shewan, Tomes & Co.

EVA, German steamer, 2,083, Chr. Petersen, 7th April,—Kobe 31st March, Flour.—Arnhold, Karberg & Co.

HAIMUN, British transport, 636, W. J. Davis, 12th April,—Weihaiwei via Woosung 5th April.

HANGCHOW, British steamer, 999, J. Pearce, 21st Mar.,—Shanghai 18th Mar., General.—Butterfield & Swire.

HANOI, French steamer, 768, Pannier, 20th Mar.,—Hoihow 18th Mar., General.—A. R. Marty.

HOIHAO, French steamer, 532, Merlees, 15th April,—Pakhoi and Hoibow 14th April, General.—A. R. Marty.

IDZUMI MARU, Japanese steamer, 2,301, M. J. Curnow, 9th April,—Shanghai 6th April, General.—Nippon Yusen Kaisha.

KAIFONO, British steamer, 1,024, G. H. Pennefather, 16th April,—Cebu and Iloilo 12th April, General.—Butterfield & Swire.

KWEIYANO, British steamer, 1,062, A. W. Outerbridge, 9th April,—Canton 8th April, General.—Butterfield & Swire.

KASUGA MARU, Japanese steamer, 3,368, E. W. Haswell, 16th April,—Melbourne and Ports 23rd April, General.—Nippon Yusen Kaisha.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 15th April,—Manila 12th April, Sugar.—Jardine, Matheson & Co.

MACEONIA, British steamer, 1,460, Monsarrat, 11th April,—Wuhu 5th April and Chinkiang 6th, General.—Jardine, Matheson & Co.

MARIE JEBSEN, German steamer, 1,771, P. Hemmer, 14th April,—Saigon 9th April, Rice.—Jebsen & Co.

OLYMPIA, American steamer, 1,730, John Truebridge, 15th April,—Tacoma 14th March, General.—Dodwell & Co., Ld.

PEIYANG, German steamer, 970, W. Wiese, 16th April,—Canton 16th April, General.—Siemssen & Co.

PENARTH, British transport, 1,959, W. H. West, 27th Mar.,—Woosung 23rd Mar., Ballast.—Order.

PERLA, British steamer, 1,274, R. W. Almond, 24th Mar.,—Manila 21st Mar., Ballast.—Shewan, Tomes & Co.

PETRARCH, German steamer, 1,252, Ucher, 25th Mar.,—Manila 20th Mar., Ballast.—Sander, Wieler & Co.

PETRIANA, British steamer, 1,140, Snope, 25th Mar.,—Belik, (Papan) 19th Mar., Kerosine.—Arnhold, Karberg & Co.

PING SUEY, British steamer, 4,149, Pernelle, 7th April,—Seattle Wash 1st March and Manila 4th April, Ballast.—Jardine Matheson & Co.

POMPY, American steamer, 785, J. H. Scriver, 21st Mar.,—Manila 18th Mar., Coal.—U. S. Navy.

PRONTO, German steamer, 632, H. Grandt, 14th April,—Iloilo 9th April, General.—Siemssen & Co.

SATURN, American collier, 1,817, J. H. Potter, 29th Mar.,—Reef Pratas 28th March.

SHANTUNG, British steamer, 1,835, T. Quail, 2nd April,—Hongay 30th March, Coals.—Butterfield & Swire.

SKARPSNO, Norwegian steamer, 1,130, L. Tallefson, 11th April,—Moji 5th April, General.—Stevens & Co.

SKULD, Norwegian steamer, 913, A. Berbom, 12th April,—Bangkok 5th April, Rice.—Chinese.

STRATHOYLE, British steamer, 3,284, G. R. Gordon, 5th April,—Moji 1st April, General.—Butterfield & Swire.

SUEVIA, German steamer, 5,000, Weigener, 15th April,—Hamburg 27th Feb., and Singapore 9th April, General.—Carlowitz & Co.

TARTAR, British steamer, 2,768, G. D. Bowles, 4th April,—Tacoma 5th Mar., Flour.—C. P. R. Co.

WEEWA, British steamer, 941, L. Ainsworth, 15th April,—Saigon 11th April, General.—Order.

ADOLPH OBRIE, American ship, 1,262, Ambury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

UNDEE, British ship, 1,998, Hernning, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

ULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

OTTIE C. SMITH, American ship, 45, R. W. Riley, 24th Feb.,—Yap 14th Feb., Ballast.—Master.

LARCO BAY, British ship, 1,178, F. Adams, 7th April,—Nagasaki 1st Mar., Ballast.—Sander, Wieler & Co.

GUIDE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra.—Master.

UZON, American 4-masted schooner, 512, Aderson, 31st Mar.,—Port Townsend 28th Dec., General.—Hollday, Wise & Co.

LADAGASC'R, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warner, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

BI, British schooner, 1,951, R. Pinkham, 9th April,—Cardiff 23rd Feb., Patent Fuel.—Government.

AUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.,—New York 26th June, Oil.—Standard Oil Co.

RESIDENT, British bark, 766, R. B. Munro, 3rd April,—Rajahang 8th Feb., Timber.—Ping On Co.

EA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

HYRA, British schooner, 2,244, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

IMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, April 17th, 1901.

INCREDIBLE, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.

IGARIBA, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

<i>Aretusa</i> , 2nd-class cruiser, 3,400 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Singapore.	
<i>Argonaut</i> , 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.	
<i>Astrea</i> , British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
<i>Aurora</i> , 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Singapore.	
<i>Barfleur</i> , 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.	
<i>Blenheim</i> , 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Hongkong.	
<i>Bonaventure</i> , 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.	
<i>Bramble</i> , 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.	
<i>Brisk</i> , 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Shanghai.	
<i>Britomart</i> , 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.	
<i>Centurion</i> , 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Shanghai.	
<i>Daphne</i> , sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.	
<i>Dido</i> , 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.	
<i>Endymion</i> , 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Weihsien-wei.	
<i>Esk</i> , coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-kiang.	
<i>Fame</i> , twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.	
<i>Firebrand</i> , 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.	
<i>Glory</i> , 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.	
<i>Goliath</i> , 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, en route Shanghai.	
<i>Handy</i> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.	
<i>Hart</i> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.	
<i>Hermione</i> , 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.	
<i>Humber</i> , storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.	
<i>Isis</i> , 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.	
<i>Janus</i> , torpedo-boat destroyer, in reserve.	
<i>Linnet</i> , gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.	
<i>Lizard</i> , 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Canton.	
<i>Ocean</i> , 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Hongkong.	
<i>Orlando</i> , 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.	
<i>Otter</i> , torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.	
<i>Phoenix</i> , sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.	
<i>Pigmy</i> , 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore.	
<i>Pique</i> , twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.	
<i>Plover</i> , 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.	
<i>Redpole</i> , 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.	
<i>Robin</i> , river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.	
<i>Rosario</i> , sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.	
<i>Sandpiper</i> , British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.	
<i>Snipe</i> , river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze.	
<i>Swift</i> , 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.	
<i>Taire</i> , Portuguese gunboat, 600 tons, Captain Mello, Macao.	
<i>Zenta</i> , Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.	
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Miscellaneous.	
<i>Adamastor</i> , Portuguese cruiser, 1,900 tons, Capt. Andrew, Macao.	
<i>Asperm</i> , Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.	
<i>Holland</i> , Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.	
<i>Kaisserin Elisabeth</i> , Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.	
<i>Koningin Wilhelmina der Nederlanden</i> , Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.	
<i>Liberai</i> , Portuguese gunboat, 558 tons, Comdr. Jose da Cunha Lima, Macao.	
<i>Maria Theresa</i> , Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bleiss Ritter v. Sambuchi, Shanghai.	
<i>Piet Hein</i> , Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.	
<i>Vaire</i> , Portuguese gunboat, 600 tons, Captain Mello, Macao.	
<i>Zenta</i> , Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.	
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FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.	
The Russian Squadron.	
<i>Admiral Korniloff</i> , Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.	
<i>Admiral Nakhimoff</i> , Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Uzerlofsky, at Tientsin.	
<i>Leout</i> , Russian gunboat, 810 tons, 8 guns, 1,200 i.h.p., Captain Elkisky, at Nagasaki.	
<i>Sobre</i> , Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.	
<i>Dimitri Donskoy</i> , Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharop, at Taku.	
<i>Saldanak</i> , Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.	

Graniatschy, Russian armoured cruiser, 2,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Ilikashhevsky, at Taku.	Korsaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Pontall, at Saigon.
Koreyts, Russian cruiser, 1,200 tons, 9 guns, 1,250 h.p., Capt. Silmann, at Taku.	Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Mandjouer, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovoff, at Nagasaki.	Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Molet, at Shanghai.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.	Styx, 3rd-class cruiser, 1,800 tons, Captain Vincent, at Hongkong.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.	Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.
Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.	Viper, gunboat, 400 tons, Captain G. de Villeneuve, at Canton.
Petrovskiy, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.	* Flagship of Vice-Admiral Courrejolles.
Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.	THE AMERICAN SQUADRON.
Rossiya, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.	Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Rosbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.	Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.	Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Sebastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.	Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.	Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Taku.	Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.
Sivouch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.	Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.
Sviaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.	Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomyky, at Port Arthur.	Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.	Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.	Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.	Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knob, at Manila.
(1st and 2nd class.)	Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Hongkong.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.	Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Nurgen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.	Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.	Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenbott, at Shanghai.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Sists, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	Nanshan, U.S. collier, Ensign F. E. Ridgely, at Hongkong.
Sootchka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.	Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, at Hongkong.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	New York, U.S. cruiser, 4,083 tons, Capt. B. McCullum, at Manila.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., en route Woosung.
RUSSIAN TORPEDO FLOTILLA.	Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwall, at Manila.
(SEA GOING.)	Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.	Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Revet, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.	Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
* Flagship of Vice-Admiral Alexeieff.	Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.
* Flagship of Rear-Admiral F. V. Dubossoff.	Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
* Flagship of Rear-Admiral Reunoff.	Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, Manila.
THE GERMAN SQUADRON.	THE ITALIAN SQUADRON.
Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.	Calabria, Italian cruiser, 2,946 tons, Capt. G. Cantelli, Hongkong.
Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.	Elo, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
* Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Liotke, at Taku.	Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.	Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, en route Home.
Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.	Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.
*** Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Hongkong.	
Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.	
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.	
Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Stamer, at Shanghai.	
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.	
Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kandlerling, Canton.	
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gütlich, at Amoy.	
** Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.	
Zuchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.	
Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.	
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.	
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.	
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.	
WARTH, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.	
K. F. Wilhelm, German battleship, at Nagasaki.	
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.	
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.	
No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.	
* Flagship of His Excellency Vice-Admiral Bendemann.	
** Flagship of Rear-Admiral Geissler.	
*** Flagship of Rear-Admiral Kirchhoff.	
THE FRENCH SQUADRON.	
Alonette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.	
Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bachine, Japan.	
Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix-de Castries, at Nagasaki.	
Chasseloup-Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.	
Comete, gunboat, 600 tons, Capt. Louet, at Canton.	
Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.	
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.	
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saune, at Amoy.	
Eure, Dispatch-transport, Capt. Vallée, at Saigon.	
Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.	
Gulchen, 1st-class cruiser, 9,000 tons, Capt. Parrot, at Shanghai.	
Jean Bart, 1st class cruiser, 4,100 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.	

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
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